### Glasses of No Use.

\*Would glasses be of any assistance to the lookout in perceiving ice?" asked Senator Smith.

"No." replied the captain. "I never gave my lookouts glasses but once. That was the morning we were running through the scene of the Titanic disaster. We pulled a man up in a coal basket to the deck and gave him glasses, but he could not see anything and we had to take him clown. My experience is that glasses are of no use to a lookout until he has picked up some specific object to be ex-The officers have glasses on the bridge for that purpose.

Q. Had you given any special instructions prescribing the conduct of the wireless on your ship? A. No. He was amenable to ship.

O. Subordinate to your wishes at sea?

A. Yes, certainly. Q. Responsible to the Marconi Com-

Q. So the responsibility is divided? A. Q. Do you know whether your operator as on duty Sunday night after you sent

that warning to the Titante? A. I went to his room about 11:15 and there was no light indicating that he was asleep. Q. Did he have any hours prescribed by generally around.

### Operator Of Duty.

Q. Would you have heard the C Q D

duty? A. Yes, certainly.

Q. Do you not think it better to have two operators on every ship? A. Of course it would be better. You would be sure not to miss anything then.

Q. Did you see any distress signals.

rockets or Morse signals? A. I didn't, but the officer on watch said he saw some rockets, but that they were not signals of distress. When I left the bridge I saw a peculiar light. The officer said he thought it was star. It was a deceptive night and we had been mistaking stars for lights. Later he reported to me that a steamer had come alongside and was lying within four miles. This was about 11:30. We could see her lights. At 12 o'clock, when the second officer came on duty. I told him to watch the signals. He told me he thought she had fired some rockets, but that she wouldn't reply to our Morse. He said he thought she was going away. After 1 o'clock this steamer went away toward the southwest,

had been displayed continuously on the Titanic for three quarters of an hour after she struck the iceberg; would you have been able to see t signals? A From our position we tainly could not have seen the Morse. I don't think we could have seen any ets. Nineteen and a half miles is a

furt? A Yes, about five or ten minute, past 12, she was trying to break through the ice, and when we came into the she took the same course and went out at any time? A Yes, we were in com-munication with the Frankfurt at about 5-30 A M Monday She first told us a ship had sunk, and then a few minutes later said it was the Titanic, which had ounk, after bitting an iceberg of the sinking of the Titanic. As we were trying to get the official position from the Frankfurt the Virginian came in with

Did you have further communication with the Virginian? A. Yes, the Virof the disaster when we arrived on the The captain then told how he pro-

ceeded to the scene of the disaster, talked with the Carpathia, looked around and "Have you any idea as to the identity

steamer that lay alongside you in that Sunday night?" the captain the No." was the answer. "We all thought

him an ordinary cargo steamer. At daylight we saw a yellow funnel steamer eight miles away, but I don't think it was the same one

# WIRELESS OPERATOR HEARD.

Capt. Lord was followed by Cyril Evans. years old, wireless operator on the alifornian. Evans told Senator Smith a had been a wireless operator six months.

he had been a wireless operator six months, following ten months training in the Martoni wireless school, which he attended at the same time as did Bride, wireless operator on the Titanic.

He told how he was on yatch in the wireless room from early Sunday morning until about 11:20, when, after sending the ice warning to the Titanic, he went to bed. He was asked if had had any other communication with the Titanic.

to bed. He was asked if had had any other communication with the Titanic "Yes," he said, "on Sunday afternoon, after I sent an ice report to the Antillean, the Titanic called up and we exchanged signals. I said: 'Here's a message, an ice report. The Titanic answered, 'All right, old man. I heard you send it to the Antillean, 'VI.'"

Antillean. VI."

(The "VI." on the end of this reply,
Evans explained, meant that the man
sending it did not want to hear any more from him.)

He was asked to recount the circumstances under which he sent the last ice warning to the Titanic at 19:59 Sunday

## Told to "Shut Up."

"Just before that," he said, "I stepped out on the deck and met the captain and told him I was in communication with the Titanic. A little while before we had passed on a report of ice that we had passed on a report of ice that we had sighted and were then, the captain informed signted and were then, the captain informed me, stopped in the midst of an ice pack. The captain suggested that, as long as I was in communication with the Titanic, I had better tell them how we were situated in regard to the ice. So I went back and sent the Titanic this message:

"Say, old man, we're stopped, surrounded by ice."

"He replied:
"onut up, shut up, I'm working Cape."

Sout up, shut up. I'm working Cape Race and I'm jammed."

Evans e xplained that the Titanic operator meant by the word "jammed" that the message from the Californian was inter-fering with his communication with Cape

That was the last time I had commu-"That was the last time I had commu-nication with the Titanic. At 11:25 o'clock he was working Cape Race, sending pri-vate messages. Then I went to bed. "Just before 6 o'clock I was awakened by the chief officer. He said there was a ship that had been firing rockets, and lasked me to please try and find out if anything was the marker. anything was the matter. I got up, partly dressed and started the key calling C. Q. meaning all stations.

# Henrs of Disaster.

was answered by the Frankfurt. He said:
"Do you know the Titanic has sunk

"Do you know the Titanic has sunk during the might, after colliding with an iceberg?" I repliez:

"No, please give me her position."

"Just as he gave it to me, the Virginian came in, asking the same question, and I replied that I had just heard about the sinking of the Titanic and asked him to give me officially the Titanic's position. He gave it to me, and it was the same as

did not regard temperature readings as the Frankfurt had given me. I sent it to who followed Vice-President Franklin on

Q. Did the Frankfurt say anything about Aving received a C Q D from the Titanic right after she struck? A. No.
Q. Did he say anything about having received a rebuff from the Titanic? A

Q. Did he tell you how he obtained his on the district of the information about the Titanic? A. No. Q. Do you know? A. No.

Evans then told of his own circum-Evans then told of his own circimstances and said he received \$20 a month from the Marconi company as wireless operator of the Californian. This, he said, was the regular wage for a beginner. He was questioned as to whether he thought the Titanic received his full message warning her of ice at 11 o'clock that Sunday night.

### Most Have Heard Warning.

"Yes, he must have received my message," he said, "My signals came in with a bang and probably drowned out Cape Race, I couldn't hear Cape Race myself."

Race myself."

"You are sure that the Titanic operator received all your message before telling you to shut up?" asked Senator Fletcher.

"Certainly he did."

Senator Smith then questioned Evans as to Gill, the donkeyman of the Californian, who had appeared before the committee earlier in the day and verified a statement made by him and read before the committee in which it was charged.

a statement made by him and read before the committee in which it was charged that the 'Californian's officers ignored signals of distress from a neighboring ship at the very hour the Titanic was sinking. Evans said he knew Gill and had seen him on the ship.

"Did any one tell you he would receive or had received \$500 for a story about the rockets seen from the Californian that night?" asked Senator Burton.

"Yes, sir. The donkeyman said to me night before last on shore when we were standing outside the North station.

"I'll make \$500 on this, referring to the matter of the skyrockets. He said he had told the newspapers about it."

Q. Were you offered or did you receive

Q. Were you offered or did you receive money for information in your posses

Would you receive money for such inormation as happens to be in your pos receive money for such information.

"That's all," said Senator Smith. "That's what I wanted to get at " nator Smith and other members of committee spent considerable time

the committee spent considerable time with Evans, trying to get at the matter of the rockets seen from the deck of the Californian and the opinion formed on the ship as to their source and meaning Evans made it clear that the matter of the rockets attracted a great deal of attention on the Californian and had been the subject of conversation on that ship ever since the night the Titanic sank.

He failed, however, to give any definiteness to his reports of the talk about the rockets, beyond the fact that he had heard one of the officers say that rockets had been seen and that Capt. Lord had been roused three times and told about the rockets. An apprentice who was on the bridge also had told him that rockets had been seen from the bridge and that

had been seen from the bridge and that the Morse had been used in trying to at-tract the attention of the ship from which the rockets seemed to come, but that no reply was received.
"Some said they thought the rockets had come from the Titanic," said Evans, "and some said they didn't believe the rockets could have been sent from the

Evans was excused, but was told by Senator Smith to hold himself subject to the wishes of the committee.

### P. A. S. FRANKLIN ON STAND.

Vice-President Franklin of the White

Vice-President Franklin of the White Star Line was recalled to the stand when the committee met.

Senator Smith read a telegram he had received last night from the United States Marshal at Boston, stating that Capt. Stanley Lord and C. P. Evans, wireless operator, of the Californian, who had been subpossed here, were being held by the White Star Line subject to the committee's orders. The telegram read:

Capt. Lord and Evans expressed them. Capt. Lord and Evans expressed them-

prevented from going to Washington by the White Star Line officials. Senator Smith asked Franklin regard-

was called by telephone by John H. Thomas, our Boston representative, who said the Californian's captain and operator had been subpensed and asked if their depositions could not be taken, instead of bringing them all the way to Washington, as the Californian was due to sail to-day.

"I asked Senator Smith and be insisted."

Q. Did you get very far away from where the Titanic went down before the Carpathia was in sight? A. No, sir. When the Carpathia was coming in fast and you could hear it falling. "It was coming in fast and you could bringing them all the way to Washington, as the Californian was due to sail to-day.

"I asked Senator Smith and be insisted."

ALL ORDERLY, SAYS WARD. "I asked Senator Smith and he insisted the men must come to Washington and testify. I immediately telegraphed to send the Californian's men here. I said we would try to arrange to get their testimony at once and let them return at mid-

Senator Smith then inquired into the exchange of wireless messages after the disaster. Franklin said he never had received any direct messages from the

# Denies Censorship.

Was there any attempt made through "Was there any attempt made through land and sea wireless stations to enjoin silence or secrecy on the part of any officer, passenger or member of the crew on the Carpathia after the accident?" asked

Senator Smith.

"Absolutely no; to the best of my knowledge and belief," Franklin replied force-

"There is no doubt that this investiga-tion will evoke some scheme," added Mr. Franklin a few minutes later, "to pre-scribe the best course, to fix the hours and conduct of wireless operators between the steamship companies and the Marconi Company. The United States should pass some law requiring operators to be on duty night and day."

Smith asked Franklin if he had been treated courteously throughout the in-"We certainly have." said Franklin.

"only we all are anxious to have our officers and men released and sent home, which you have refused to do."

senator Smith desired to have this statement incorporated in the record, he said, because he had received a cable-gram from the proprietor of a British paper, telling him that charges were being made abroad that the British without the said of th s were not being treated properly.

# GILL'S STATEMENT.

That the Californian ignored distress rockets of the sinking Titanic while ten miles away was the statement toade by Ernest Gill, donkeyman on the Californian. The could not see anything of her in the morning?"

who followed vice-President Frankin on the stand.

"I was on deck at 11:54 P. M. Sunday while the Californian with engines stopped was drifting through a field of floe ice," said Gill. "I saw the lights of a big vessel going at full speed on the starboard about ten miles away. I went below and told my bunk mate. A half hour later I saw a white rocket on our starboard and then a second. I said it must be a vessel in distress. It was not my business to notify a second. I said it must be a vessel in distress. It was not my business to notify the bridge but the officers could not have helped but see."

Gill said he then turned in and was

Gill said he then turned in and was ordered out at 6:40 to render assistance, finding the Californian going at top speed toward the distant vessel. He said he heard the ship's engineer and crew afterward tell of seeing rockets and Morse distress signals.

"I heard one man say, 'Why didn't they wake the wireless man up?'" Gill declared. "The entire crew was talking about the conduct of the captain in not going to the vessel's assistance until so late."

I am quite sure we were less than "I am quite aure we were less than twenty miles away when I saw the rockets. I could see her very plainly."

Gill told the committee he felt sure now the distant vessel was the Titanic. He said he was losing a job by testifying. Gill's statement was made before a notary public and read by Sneator Smith.

### SEAMEN'S NARRATIVES.

### Testimony Taken by Senators Privately Made Public.

WASHIGGTON, Appil 16.-The plete testimony taken by members of the Senate committee acting separately from members of the Titanic's crew was made public to-day. The narratives added an interesting chapter to the history of the disaster.

The facts brought out sustain in every

particular the impression already created that the officers, crew and men pessengers conducted themselves with bravery. man, the members of the crew testified that all women and children who could be found were placed in the lifeboats before any of the men passengers or crew sttempted to obtain seats.

It was brought out that there had been bsolutely no boat drill on the Titanic but that an alarm was spread systematically among the passengers.

Many members of the crew agree that the vessel broke in two. They also agreed

### SEAMAN SAW ANOTHER SHIP.

itanic, testified he was in the last lifeboat

Titanic, testified he was in the last lifeboar that got away. It contained between sixty and seventy persons.

"Were any women on the deck when you left?" asked Senator Fletcher.

"No, sir," Buley replied, "ours was the last boat up there and they went around and called to see if there was, and they threw them in the boat at the finish because they didn't like the idea of coming in."

them in. One young woman slipped and they caught her on the deck below, and she came up then and jumped in. We got away from the ship, and about an hour after-ward. Officer Lowe came alongside and told ill the seamen in the boat to jump into his

and went back to where the Titanic sank? Yes, sir, and picked up the remaining live passengers.

How many did you get? A. There

We got four of hem. All the others were dead. Q. Were there many dead? Ves. sir. here was a good few dead, sir. Of course you could not discern them exactly on account of the wreckage. But we turned over several of them to see if they were They looked as though they were in the morning we saw a collaps. ible boat with a lot of people up to their knees in water. We went over to them and

# Looked for Survivors.

in a brief time picked up another boat filled

ee? A. No, sir.
Q. The life belts were all 'n good condi tion, were they? A Yes, all new life belts. When you once put them on there is no fear of them pulling off again in the water. Q. Do you think there was a sufficient number of life belts for all the passengers! A. Yes, sir, more than sufficient. the seamen did not have a chance to get them, did not have time to get them.

Q. Did the passengers have the time after the alarm was given to get the belts? A. They had the belts on a good hour before she went down.

Senator Fletcher asked if any passengers were jumping overboard when Buley left. I never saw any one jump overboard.

said the witness. Q. Did you see any passengers on the deck when you left. A. Only men, sir.
Q. Were there many of those? A. Yes,

there was plenty of them, sir. If she had had sufficient boats I think every one would have been saved. Q. Were these men that you saw on deck siring or wanting to get into the boats? A. No. sir.

### Thought Ship Would Float. Q. Or did they seem to think the ship

was going to float? A. I think that is what the majority thought. They thought she would go down a certain distance and stand Q. Did you hear any of them say that?

"That has not been arbitrary or cap-tious." Smith replied. "We have had to follow our own course."

Senator Smith desired to have this were on y getting the boats out for exercise

"There was a ship of some description off our port bow when the Titanic struck," Buley testified, "and she passed right by. We thought she was coming to us, and if she had come to us every one could have boarded her. You could see she was a steamer. She had her steamer lights burning. She was off our port bow when we struck, and we all started for the same light, and that is what kept the boats together."

### Correct Dress for Min .WEAR ALFRED BENJAMIN & Co's Tailor-made Clothes BENJAMIN

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"How far away was she?" I should judge she was

miles."
"Why could she not see your sky-rockets?"

rockets?"

"She could not help but see them. She was close enough to see our lights and to see the ship itself and also the rockets."

"Did you see that ship before you were in the water?"

"Yes, sir. That is what we told the passengers. We said, "There is a steamer coming to our assistance.' That is what kept them quiet, I think."

## Sailed Right Past.

"Did she come toward you bow on?"

"Yes, sir; and then she stopped and the lights seemed to go right by us. She was stationary there for about three hours, I think, off our port there and when we were in the boat we all made for her and she went by us. The northern lights are just like a searchlight, but she disappeared. That was astern of where the ship went down."

"She gave no signal?"

"She gave no signal?"

"No signal whatever."

"She must have known the Titanic was distress?"

in distress?"

"Yes, they could have seen the rockets."

"When did you first see that boat: how long was it before you launched?"

"When we started turning the boats out; that was about ten minutes after she Did that beat seem to be getting further

away from you?"
"No, it seemed to be coming nearer."
"You are possessed of pretty good

"You are quite positive there was no illusion about that boat ahead?"
"It must have been a boat, sir. It was too low down in the sea for a star. Then we were quite convinced afterward because we saw it go right by us when were in the lifeboats. We thought was coming toward us to pick us up."

### CHIEF STEWARD'S STORY.

CHIEF STEWARD'S STORY.

John Hardy, chief steward on the Titanic, said he left the Titanic in the last collapsible lifeboat. He had helped to launch several of the other boats. He said he and Second Officer Lightoller loaded this last collapsible boat. "When the boat was full," said Hardy, "Mr. Lightoller was in the bow with me and the chief officer came along and asked if the boat was full and he said 'Yes. He said he would step out himself and make room for somebody else, and he stepped back on board the ship and asked if I could row. I teld him I could, and I went away in that boat. "We lowered away and got clear of the ship. Finally we got together, about seven boats of us, and I remember quite distinctly Mr. Lowe telling us to tie up to each other, as we could keep better together. Then Officer Lowe, having a full complement of passengers in his boat, distributed among us what he had.

full complement of passengers in his boat, distributed among us what he had, our boat taking ten. We had twenty-five already and that number made thirty-

"Did you hear any passengers calling out on deck at the time you were lowered or before, trying to get into the boat?" asked Senator Fletcher, who examined Hardy

Mr. Hardy.
We picked up the husband of a woman
we had taken off in the load in the boat.
The gentleman took to the water before
we had lowered the lifeboat and climbed Jumped to Join Wife.

# Q. Jumped in the water? A. Ves. and climbed into the boat when we were affort Q. Do you know who he was? A. I know no gentleman, but I do not know his name:

e sat there wringing wet alongside of me oelping me row.
Q. Did you see him afterward on the Car-

n American gentleman.
Q. Was there anything like a penic on ourd the ship? A. Not at all, because everybody had full confidence that the ship would

leat up to the time my boat left.

Q. People even thought she would float? and I was walking along the deck forward with him and he said, "I believe she is gone, Hardy," and that is the only time I thought O. How long was that before your lowered? A. It was a good half hour

William Ward, the second steward on the Titanic, testified before Senator Fletcher that everything was most orderly on shipboard after the collision.

on shipboard after the collision.

"Everybody was moving around," he said, "and there didn't seem to be any excitement; in fact there were a lot of women and men that were just treating it as a kind of a joke."

Ward helped to load lifeboat 9.

"One old lady made a great fuss," he said, "and absolutely refused to get into the boat. She went back to the companionway and forced her way in and would not get into the boat."

Q. Was she with her husband? A. No, sir, I didn't see her husband. There were several men in the boat then to assist in getting the women in. One woman had already fallen and hurt herself a little. The purser told two more men to and assist the women down into the boat. From the rail of the boat it is quite a step down to the bottom of the boat, and in the dark they could not see where they were stepping. Then the purser told me to get into the boat and take an oar. I did so and half an hour to live." He said "that is from half an hour to live." He said, "Keep it to yourwe still waited there and asked if there were any more women. There were no more women to be seen. Then we took about three or four men into the boat and lowered land & Wolffe, the builders of the ship?

# Watted 200 Yards Away.

Ward testified that this lifeboat pulled away about 200 yards from the Titanic and then lay to. He estimated they had been resting on the oars about one hour when the big vessel went down.

Q. Did she go down gradually? A. She went gradually for a while. We could just see the ports as she dipped. We could see the lights in the ports, and the water seemed to come very slowly up to them. She did not appear to be going fast and I was of the opinion then that she would no matter of precaution and would certainly

Q. Then did she suddenly turn down? she gave a kind of sudden lurch forward and I heard a couple of reports, more like a volley of musketry than anything else did not seem to me like an exploson Q. Could you see any passengers on he

after you got away? A. It was too dark. Q. Could you hear them calling out any. A. After she went down we heard them calling.

Q. Did you make toward them or not? A. No, sir. Our boat was too full. It would have been madness to have gone back. "Did you see any drinking among the crew or passengers that night?" asked Senator Fletcher.
"No, sir; none whatever. Had there been extra dinners or banquets or the like of that I certainly should have known it, working in the saloon. There was nothing in the way of banquets since we left Southampton, barring the ordinary dinners, that I heard of."

# BOURNE QUESTIONS STEWARD.

George Frederick Crowe, a steward on the Titanic, was one of four members of the crew examined privately by Senator Bourne. He was in lifeboat 14, which contained fifty-seven women and children. He said this lifeboat sprung aleak. About eight inches of water was in her when the leak was discovered. The women took bowls and bailed it out.

This was the boat in charge of Fifth

them, and were successful in doing so. We picked up one heavy man, but he died shortly afterward. Going further into the wrockage, we came across a stew-ard or one of the crew and we got him into the boat. He was very cold and his hands were stiff, but we got him in."

"Did he survive?"

"Did he survive?"

"Yes, sir. Also a Japanese or Chinese young fellow we picked up on top of the same wreckage—it might have been a sideboard or table that was floating. We stopped until daybreak and we saw in the distance a raft or boat submerged. We took off twenty-five men and one woman, but left three or four bodies. Returning again under sail, we took in tow a collapsible boat containing fully sixty women, children and men."

Crowe said there was some shooting, but the shots were discharged into the air by officers merely to frighten a crowd

but the shots were discharged into the air by officers merely to frighten a crowd of what he thought were immigrants. He said there generally was a daily fire drill, but that there had been no boat drills. A fire drill had been scheduled on the Titanic for Sunday morning, but Crowe said it was not held. The witness declared that Lowe insisted on going back to aid any survivors in the water and said that one of the passengers. Williams, the champion racquet player of England, volunteered to go back with him.

### TITANIC'S MEN QUESTIONED.

C. E. Andrews, another steward of the Titanic. corroborated Crowe's testimony in regard to there having been no boat drills on shipboard.

"In all of your four years service as steward with the White Star have you participated in any of their fire or boat drills?" asked Senator Bourne.

"Yes, sir," replied the witness.

Andrews said some of the passengers in the lifeboat wanted to go back to the Titanic after they had put off.

"Did you see any light at the time of the accident from any ship?" asked Senator Bourne.

Bourne.
"Well, sir, we saw a light that seemed

"Well, sir, we saw a light that seemed back of the Titanic. The coxs wain thought it was another ship coming up to give assistance, but after a while the light disappeared."

John Collins, one of the Titanic's assistant cooks, said he went to his station but found the boat already lowered. He had taken a haby form a weeping woman

### Swept Of Deck.

"As we were turning around making for the stern," said Collins, "a wave swept us off the deck and the child was washed out of my arms. The wreckage and the people that were around me kept me down for at least two or three

Q. How often have they been held? A hold muster in New York and there is one n the Sunday home, sir.
Q. During your voyages, have you held

any of these drills? A. Yes, sir.

Q. Was there any held on the maiden voyage of the Titanie? A. No, sir. Q. But you were under the water. You

minutes, can you? A. Well, it seemed that to me. When I came to the surface I saw minutes, can you? A. Well, it seemed that to me. When I came to the surface I saw a boat that had been swept away. I saw a man on it and I made for it.

Q. How many were on the collapsible boat? A. I am sure there was more than fifteen or sixteen.

Q. Did those who were on help you get on? A. No sir; they were all watching the ship. All I had to do was to give a spring.

"Yes, sir."

Able seaman E. O. Osman, describing what occurred after he had put off with his lifeboat, said he suggested that they get alongside to see if they could squeeze any more hands in. The officer said "All right," but the women disagreed. "Why did you not go back after the boat had gone down?"

"The women were all nervous."

A. No sir; they were all watching the All I had to do was to give a spring and I got on to it and we drifted about for Albert Hains, boatswain's mate, left the Titanic in lifeboat No. 9, which was the fifth to put off from the starboard side. The boat had about forty-five or

Sixty in His Boat. A. Around sixty.

Q. Did you hear any cries for help? Q. Did anybody in your boat urge you to return? A. No, sir. I called the sailors aft and said to them, "there are people inthe water. We can do nothing with this crowd. because we have no room to row, let alone do anything else." It was no good of our going back. We could not have done anything. I thought it unsafe to go back

there, sir, having so many in the boat.

Q. What did you do after the boat went down. A. I told the men it was no good until the morning and I just lay there all

Samuel S. Hemming, lamp trimmer, said he was in his berth when the collision came. He went down into the fore port storeroom and found everything dry Q. What did you do then? A. I went back

and turned in. Q. How long did you stay in your bunks? We were back in our bunks a few minutes. Then the joiner came in and he said: "If I were you I would turn out, you She is making water one, two three and the racket court is getting filled up." Just as he went the boatswain came. selves and let no one know."

Q. Mr Andrews was of the firm of Har-

Tells About Ismay.

pleasing.

Officer Lowe. Crowe substantiated statements that passengers objected to Lowe going back to rescue those in the water.

"It was a matter of discipline that we went back," the witness said after describing how many of the passengers were transferred to another boat.

"Returning to the wreckage, we heard various cries and endeavored to get among them, and were successful in doing so. We picked up one heavy man, but he water and made no for the passengers when the properties and endeavored to get among them, and were successful in doing so. Wheelton said his boat did not rescue any one from the water and made no for the properties of the Oratorio Society and the Philharmonic Orchestra under the discording frequency of the Philharmonic Orchestra under the discording frequency of the Uratorio Society and the Philharmonic Orchestra under the discording frequency of the Uratorio Society and the Philharmonic Orchestra under the discording frequency of Alfred Hertz and Frank Dame rough will take part in the programme when they were working on lifeboat No. 7. He also told of the mysterious light toward which many of the Uratorio Society and the Philharmonic Orchestra under the discording frequency of the Uratorio Society and the Philharmonic Orchestra under the discording frequency of the Uratorio Society and the Philharmonic Orchestra under the discording frequency of the Uratorio Society and the Philharmonic Orchestra under the discording frequency of the Philharmonic Orchestra under the discording frequency of the Uratorio Society and the Philharmonic Orchestra under the discording frequency of the Philharmonic Orchestra under the discording frequency of the Uratorio Society and the Philharmonic Orchestra under the discording frequency of the Uratorio Society and the Philharmonic Orchestra under the discording frequency of the Philharmoni

Wheelton said his boat did not rescue any one from the water and made no attempt to go back.

"Out of a total of 750 people saved," said Senator Newlands, "210 were of the crew. How do you account for so large a proportion of the crew?"

"I would think," said the witness, "the men took a chance and jumped overboard and were picked up by boats. We had powerful swimmers aboard the ship."

W. H. Taylor, able seaman, testified that his lifeboat, No. 15, made no attempt to go back and rescue the passengers who were struggling in the water because most of those in the boat urged him to pull on for fear of being taken in by the Titanic's suction.

tanic's suction.

Taylor declared most of the crew did not realize the Titanic would sink.

"They were all skylarking and joking about it." he said. "for some time after the about it.

Accident."

He corroborated the statements made in regard to the mysterious light toward which the lifeboats pulled. No Chance in Icy Water.

No Chance in Icy Water.

George Moore, able seaman, testified that he did not think anybody could have lived more than ten minutes in the ice cold water and he did not attempt to row back because five or six persons pulling at the boat's gunwales would have capsized it. Moore also saw the mysterious bright light on the starboard bow. He declared it would have been impossible for a ship to have made its way through the ice field with its enormous bergs. Moore declared the men in his lifeboat pulled toward this bright light all night long.

James Jones, able seaman, testified that when he embarked in the lifeboate he thought they were just sending them away for an hour or so until they got "squared up again" or pumped out. George Thomas Rowe, quartermaster, who was examined by Senator Burron, commanded the lifeboat in which J. Bruce Ismay escaped. Rowe was ordered to take charge of the boat, which was the ninth to leave, by Capt. Smith. He said no one asked Ismay to get in.

"When Chief Officer Wail asked if there were any more women or children there was no reply," said Rowe. "So Mr. Ismay came aboard."

Rowe declared he was ordered to bull for a light. He thought it was a

Alfred Olliver, standby and quarter-master on the bridge at the time of the crash, told the committee of taking a mysterious message from Capt. Smith to the chief engineer. It was a written mestry that he did not read. The engineer told him to take it back to the captain.

"What kind of a message was it?" asked Senator Burton.

asked Senator Burton.
"I cannot say. It was on a piece of paper, and the paper was closed."
"Where did you find the chief engi-

Down in the engine room. "Were the engines running?"
"They were stopped."
Olliver left the ship in lifeboat No. 5.

"They were stopped."
Olliver left the ship in lifeboat No. 5, which had a narrow escape.
"Did you hear Pittman gave an order to go back to the ship?"
"Yes. sir. The women passengers implored him not to go, because they reckoned it was not safe."
"Did Pittman then countermand the order?"

The contributions received yesterday for the mayor's relief fund amounted to forthcoming," he said, "the men jumped in the bows. The boat was chock-ablock, sir."

The contributions received yesterday for the Mayor's relief fund amounted to \$1,607. The total of the fund is now \$105,400. Among the subscriptions were several totalling more than \$400 which several totalling more than \$400 which had been sent to Mayor Carter Harrison's Q You had sixty-three in your boat? fund in Chicago. Some of yesterday's gifts were:

Citizens of Warren, Pa Bodman & Griscom Money received from sale of Econing News on streets of Buffalo by ladies of Jack Singer's "Behman Show" com-nany pany collection taken at Carnegie Hall, April 18. by Men and Religion Forward Movement Movement St. James Episcopal Church, Chicago Mrs. Sanford, William F. Shechan

Total to date. \$107,007.32 THE SUN has received from "A Regular Reader" \$5 for the relief of the Titanic sufferers. The money has been turned over to the Mayor's fund.

# BIG TITANIC BENEFIT.

Caruso, Nordica, Mary Garden and Scotti Will Sing at It.

The committee which has charge of the benefit performance to be given next Monday night at the Metropolitan Opera House for the benefit of the families of those who perished in the Titanic disaster has been energetic in its work and is meeting with great success.

It was announced yesterday that be-sides Enrico Caruso Mme. Nordica and Miss Garden and Mr. Scotti will sing. Mr. Caruso, among other numbers, will give "The Lost Chord" in English. cover of the programmes has been drawn Edward Wheelton, first class steward, by Charles Dana Gibson. The entire

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Among those who have taken boxes for the performance are:
Mr. and Mrs. Harry Payne Whitney, Mr. and Mrs. Clarence Mackay, Mrs. Cornelius Vanderbilt, Herbert Satteries, Paul D. Cravath, Otto H. Kahn, Philip Lydig, Richard Stevens, Henry Clews, Robert Collier, W. K. Vanderbilt, Jr. Amos Pinchot, Jacob H. Schiff, W. Bourke, Cockran, Judge Gerard, Paul M. Warburg, Frank Garvan, Mrs. Ralph Thomas, Prof. Mikail Pupin, Mrs. Jordan L. Mott, August Belmont, Mrs. A. S. Hewitt, Thomas F. Ryan, Countess Leary and

Prof. Mikail Pupin, Mrs. Jordan L. Mott, August Belmont, Mrs. A. S. Hewitt, Thomas F. Ryan, Countess Leary and Mrs. E. N. Breitung. The executive committee which has The executive committee which has the entertainment in charge consists of Mrs. Benjamin S. Guinness, Mrs. Otto H. Kahn, Mrs. William Chanler, Mr and Mrs. Amos Pinchot, Mrs. Henry Clews, Mrs. John Leslie, Mrs. W. Bounke Cockran, Arthur Huntington, Rawlins L. Cottenet, Miss Elsie De Wolf and Frank Damrosch. The Philharmonic Society will not play at the benefit, as announced through an error. It was explained yesterday by Felix Leifels, manager of the orchestra, that its members had disbanded for the summer and that so few of them were now in this city as to make it impossible for the orchestra to appear.

### LONDON GETS CONFERENCE. Germany Waives Privilege of Have ing Life Saving Meeting.

Special Cable Despatch to The NUN BERLIN, April 26.-The international conference for the consider on of im-proved life saving facilitie on board passenger steamships will in held in London, it is said. Germany is willing to waive the privilege of selecting Berlin as to the date of the conference can be ascertained

# HOW THE TITANIC SANK

From Disappearing Point. ALBANY, April 26.-Fritz Reichmann

State Superintendent of Weights and

Measures and perhaps the first authority in the country on weights and measures declared to-day that the size and weight rapidity with which she went to the bottom.

"She lies on the bottom," he said, "probably a number of miles distant from where she disappeared. If the vessel broke in two the two parts are widely represented.

eparated.
"At the depth the vessel rests there is "At the depth the vessel rests there is little free oxygen; consequently the iron will not rust and the wood will not decay. Except for the insignificant changes wrought by the deep sea shellfish and by the slow covering of the wreck by the deep sea mud and ooze there will be no changes."

Sunt Reichmann says that at present

# Supt. Reichmann says that at present there is no way of exploring the bottom of the sea. YOUNG DOCTOR'S DEATH A BLOW

Arthur Brewe, Lost on Titanic, Left Wife and Child Unprovided For. Dr. Arthur Brewe, a young physician Titanic, was returning to this country from Italy, where he had suddenly been called to attend H. Stotesbury of Philadelphia, a cousin of Edward Stot sabury of that city, who was taken critically ill and would have no other one than his

ill and would have no other one than his family physician to attend him. Dr. Brewe had remained only five days on the other side and was hastening back so he wrote to Mr. Stotesbury's parent, in order not to lose his position as one of the physicians of the Philadelphia Traction Company.

Dr. Brewe leaves a wife and child and since he had been practising only a short time his salary from the traction company was his main support. He left nothing and his widow and child are totally unprovided for except for a \$500 insurance policy, so Henry W. Jessup. who was a close friend of Dr. Brewe, said yesterday. Letters written by Mrs. Bucknell of Philadelphia, who sat next to the young doctor at table on board the Titanic, to

doctor at table on board the Titanic, to friends in this city tell how Dr. Brewe spent the time before the ship sank helping women and children into the boats and putting life belts onto such as could not find room in the boats. Mrs. Bucknell spoke of Dr. Brewe as a cherry companion and said that he often mentioned his wife and child in their table conversations.

Sympathise With Ismay. Special Cable Desputch to THE SUN.

LONDON, April 26.— A group of under-1 writers that lost \$4,000,000 through the sinking of the Titanic has passed a resolu-tion of sympathy with J. Bruce Ismay.

> A Snappy Seasoning It is necessary to the full enjoyment of a dinner.

EA & PERRINS SAUCE THE ORIGINAL WORSESTERSHIRE A superior relish for Soupe, Floh, Steaks, Chops, Salads, etc.

An Appetiser JOHN DENCAN'S SONS, Agents, N.Y.

St. Mark's in-the-Bouwerie, Second Avenue and Tenth Street.
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WILLIAM NORMAN GUTHRIE, Rector.
ON SUNDAY, APRIL 28th.
INFORMAL EVENING SERVICE, & P. M.
POLLOWED BY ADDRESS IN ST. MARK'S HALL
by MARY HUNTER AUSTIN

TOU ARE CORDIALLY INVITED. Central Presbyterian Church WEST 57TH ST., SEAR BROADWAY
Rev. WILTON MERLE-SMITH, D. D., Pastor,
Preaches at 11 A M, and 8 P, M.
Evening Subject: "GOD'S PROVIDENCE AND
GREAT DISASTER

9:45 A. M., Young Men's Rible Study Club.
3 P. M., Sabbath School.
Devotional Meeting Wednesday at 8 P, M.
ALL WELCOMF.

FIFTH AVENUE PRESBYTERIAN CHURCA REV. J. H. JOWETT, M. A., D D.

Fifth Avenue Baptist Church Sunday School and Bible Classes at 0.40 A. Young Women: Rev. Robert Walker, Leader, Young Mer: Dr. Addison Moore, Leader, Public Worshir, Sermors by REV. H. M. S. N )ERS, D. D.

The mid-week service on Wednesday Evening at 8:15 will be conducted by Dr. Jonett.

St. Chomas's Church Rev. ERNEST M. STIRES, D. D., Rector.
8 A. M.—Holy Communion.
11—Morning Service and Sermon (Rector)
4—Service for the Tth Regiment Veterans. Trinity Parish, Chapel of the Intercession, Broadway & 188th St. The Roy. M. H. Gares, D. D. Vicar, Services 8 and 11 A. M. and 8 P. M. Dr. Gates will preach.

Dr. SLATTERY, Rector, 8; 11 (Rector): 4 (Evening Prayer); 8 (Rector):